

RECEIVED PAPERS.—We continue to receive by every mail newspapers containing our little card "To the Public," and asking an exchange. Our offer in that has been long since revoked.

### Baltimore and Washington Railroad—Reduction of Fare.

We are gratified at perceiving that the articles we published on this subject, on Saturday last, have been generally read, and are well approved in this city. We have on hand several more communications, including a very minute review of the history of this company; but as a spirit of severe censure is evinced by the writer, we deem it best to withhold it for the present. It is not common for companies to go in advance of the public demands in these matters, and, as no very general expression has been heretofore given to such demands, we do not think the subject should be approached in this spirit. Let facts and their just inferences be first presented, and we doubt not such reduction will be made as will prove proper and salutary.

The fare to Baltimore from Washington, forty miles, is \$1.80, or four and a half cents per mile. From Baltimore to Cumberland, one hundred and seventy-eight miles, it is \$7.00, or a little less than four cents per mile. But on the first of October, the fare to Cumberland is to be reduced to \$5, or not quite two and four-fifths cents per mile! This is a wide difference between the prices of travel upon the two routes. What is the reason of it?

The revenue in the month of August, we learn, was:

	For Passengers.	For Freight.
Main stem	\$33,417 51	\$69,254 80
Washington branch	20,208 97	5,005 27
	\$53,626 48	\$74,260 07

Making an aggregate of \$202,672.31 on the main stem, and \$24,178.84 on the Washington branch—the total being \$126,846.15. It is thus seen that on both roads the amount received for passengers is equal to about forty-one per cent. of the whole receipts; and for freight, fifty-nine per cent.

The main stem receives for freight more than twice as much as it does for passengers, while the Washington branch receives for passengers more than five times as much as for freight. It will thus be perceived that the chief business of the main stem to Cumberland is the carriage of freight, and of the Washington branch the carriage of passengers. Yet, in the face of these facts, the company forgoes the chances of increased travel by means of reduced rates, on the Washington branch, and withholds from the public the accommodations they have a right to expect from it.

The business of carrying passengers is by far the most profitable; and while a passenger with fifty pounds of baggage, say averaging two hundred pounds, pays \$1.80 to Baltimore, this amount of money will pay for the transportation of fifteen and a half hundred-weight of freight—equal to eight passengers!

This disparity is very great; and while the high price charged for passage is oppressive upon the public, it is, in our opinion, impolitic on the part of the company. We entertain a very strong conviction that at the usual and fair price of three cents per mile, or \$1.20 for the trip, as much or more money would be received as at present; and that tickets to go and return within a specified time, say forty-eight hours, for \$2.00, would materially enhance the profits of the road.

Such accommodations would promote the intercourse between the people of the two cities in a progressive ratio, while they would secure to the company their good-will and encouragement.

To continue the present high charges, and evince a disregard for the public convenience, may for a time be done with impunity; but a day of reckoning comes to all of us, and it not unfrequently happens that a chartered company has reason to regret the absence of the popular favor. It is in the power of the company at this moment to prove that it is guided by a liberal and magnanimous spirit; and if it shall make this apparent, we are well convinced the future will prove the wisdom of the act.

**RAILROAD ACCIDENTS.**—We seldom look into a newspaper that does not record some lamentable disaster on one of the railroads of our country; and the frequency of their occurrence has begun to attract the most earnest inquiries as to some means of their prevention. The New York Sun states, that on all the European railroads men are employed at each principal way-station whose special duty it is to examine the soundness and security of every car-wheel and axle of every train, and to examine and fill up the oil or grease boxes. There are also gates and gate-keepers at every place where a public wagon-road crosses the track. These gates are closed on both sides of the track before the train comes along, and only opened after it has passed. At every material curve in the road, and at every tunnel and bridge, men are stationed with signals to indicate whether trains are or are not on the curve, in the tunnel, or upon the bridge.

Here is a case in point. On the Baltimore and Ohio Railroad, west of Cumberland, on Thursday last, at 10 o'clock, a. m., as the train of three or four gondola or iron cars was proceeding westward with some passengers and materials for the new track, the engine being broken, a wheel of the forward car was suddenly broken, and the car was precipitated down a high embankment, with twelve or fifteen persons upon it. Three of these were killed instantly, three were seriously injured, and six were injured slightly—one of the latter being a woman.

**"INCIDENTS IN THE LIFE OF A PASTOR."**—The perusal of this volume has afforded us great pleasure. Its author, Dr. Wisner, is a Presbyterian minister, and every Christian who can approve the sentiments of a liberal-minded writer of that denomination should procure a copy of his book. We have rarely seen so instructive or so profitable a work of its kind.

It is for sale at Taylor & Maury's bookstore.

**VIRGINIA.**—On Thursday next, the 25th instant, the Whig Convention of the State, to nominate candidates for Governor, Lieutenant Governor, Attorney General, &c., will assemble at Charlottesville.

### The Presidential Party.

President Fillmore returned to this city yesterday morning, in restored health and fine spirits, as we are glad to be informed. We understand that the members of the Cabinet who were with the President in Boston may all be expected to return to their posts of duty after awhile.

The speech made by the President on Boston Common, just as he was leaving the great dinner table, and while he was too unwell to say anything, was the happiest effort made by him, as we think, during his trip to the North.

Mr. Stuart's speeches seemed to be all failures. Since his famous Richmond speech, and the appearance of the merited strictures upon it, the poor man seems to be at a loss, when called upon for a speech, what to say, or how to say it. At Boston he proclaimed that he had learned, for the first time in his life, a lesson, which he would impart to the people of Virginia on his return to them. And so he is to be a teacher of the people of the Old Dominion! Would that he were disinterested enough to resign his Secretaryship forthwith, and start out on his teaching mission. The people of Virginia ought not to remain longer in ignorance of the important truth, of the greatness of Massachusetts, which Mr. Stuart has just now learned. His boast that Virginia stands by the Union, just as Massachusetts does, may be received by the people of the Old Dominion as a compliment, but we doubt it. They are bound to know, in spite of all Mr. Stuart may essay to teach them to the contrary, that there has recently been formed a coalition in Massachusetts which has sent to the Senate of the United States Mr. Charles Sumner, a noted abolitionist agitator, whose teachings proclaim a preference for a dissolved Union rather than the continuance of slavery where it now exists.

Massachusetts sustains Mr. Sumner's doctrines, and sends Mr. Sumner himself to the United States Senate for a term of six years. And with this evidence before him of what Massachusetts has recently done on this disunion subject, Mr. Secretary Stuart stands up in the midst of the people of Boston, and proclaims that Virginia stands by the Union just as Massachusetts does!

But enough of this, for the present. We on Saturday gave the speech of Mayor Bigelow welcoming the President to Boston. It was a beautiful thing, both in sentiment and words. We thought it the best speech of the batch published. But we find another equal to it, delivered by the same eloquent Mayor, to Lord Elgin, the Governor General of Canada, who was a guest at the great Railway Jubilee. Here it is:

**MAYOR BIGELOW TO LORD ELGIN.**  
YOUR EXCELLENCY.—In the name of my fellow-citizens I welcome you to the metropolis of New England. We recognize you not only as the ruler of extensive and important provinces, but as the principal representative on this continent of the venerated land of our ancestors. It is told of Samoset, the Indian chief, that his first salutation to the Pilgrims at Plymouth was, "Welcome, welcome, Englishmen!" Such was the greeting of the old warrior to those who were to invade the hunting-grounds and extinguish the council-fires of his race. With a better augury for the future, it becomes me on this occasion to repeat the salutation, and say, Welcome, Englishmen, and their fellow-subjects who come to us under circumstances so auspicious for our own and their prosperity.

There is a special interest connected with your Excellency's visit at this time, gracing, as it does, with your presence, the establishment of a social and commercial alliance between this city and the Canadas. Lines of intercommunication have been opened, by which the products of your provinces can find speedy and convenient transit to the sea. The railways which unite us are more truly admirable than the wondrous avenues which radiated from Imperial Rome—avenues for the facilitation of the invading armies, or returning chariots laden with the spoil of desolated countries. Our own iron pathways, the results of scientific labor and skill—skill unequalled by ancient times—are devoted to far different objects. They unite in friendly relations the inhabitants of widely separated regions, minister to their mutual wants, diffuse abroad the means of knowledge, and scatter plenty through a smiling land. Our festival may be considered, in some respects, as the celebration of a conjugal union between Canada and the Ocean. We can dispense with the golden ring which was used in the espousals of Venice with the waters of the Adriatic, for this union is effected by bands of iron, which at once attest its perpetuity and strength. My Lord, the connection which hereafter is to subsist between the people whom you govern and the Atlantic States, is perhaps, in no small degree, a pledge and a guarantee of perpetual unity between the British and American nations. The memory of their fratricidal conflicts is fading away, and the history thereof, I trust, is completed forever. The record of their generous rivalry for pre-eminence in the arts of peace is now opening, and is destined to exhibit the brightest pages in the annals of their common race. Such, I am confident, are the anticipations and hopes of the people for whom I speak, and they enhance the pleasure with which they salute you as their welcome and honored guest.

### The Boston Railroad Jubilee.

The New York Morning Star says, that the modern Athens, having "annexed" Canada to Faneuil Hall with railroad iron, is dancing a fandango in honor of the junction. The same paper remarks that the speeches, with the exception of Mr. Fillmore's and Daniel Webster's, "smell remarkably strong of Bunker Hill monument, Boston harbor, Cape Cod, and all along shore;" but their beauty is, that "no human being, who did not know beforehand, could by any possibility guess what line of public works they refer to, and in fact they would be utterly unintelligible without a railroad guide."—There is any quantity of allusions to "bands of iron," "links of steel," and all that sort of thing, sprinkled through the proceedings, but no reference to any specific bands and links. Fortunately we know the road via Vermont to the north, and we know the road via Virginia to the south.

"Twenty years ago the first charter for a railroad was granted in Massachusetts; seventeen years ago the first railroad was opened to the public; and they are now celebrating at Boston the completion of a system of seven trunk lines, with numerous and extensive branches, including within the bounds of the State above one thousand miles of railway, besides at least fifteen hundred miles of direct extensions or connections beyond its borders. All these roads, those within the State alone

employ a capital of fifty-two millions of dollars, and earn a yearly revenue of above six and a half millions; and thus it is not too much to estimate that one hundred millions of Massachusetts capital have within these brief twenty years been invested in railroads which have their focus in Boston, and well invested too; and this, on a fair calculation, but one-half of the capital invested in railroads in New England. This is why they hold a jubilee there. They are right in doing so. They are right in rejoicing at the completion of a system of public works absolutely unparalleled. We rejoice with them, and feel our Yankee blood tingling in sympathy; for whatever benefits one part of this republic benefits all others. But let us look into the occasion of the jubilee a little more in detail.

"Massachusetts has a small territory; its area is but 5,000,000 acres, and its population not one million. A rocky and barren soil, an unfriendly climate, and no navigable rivers excepting the Charles, to the interior, are the endowments with which old Massachusetts entered on her career. They are not all, however; she had a people unequalled in energy, concentration of purpose, and personal integrity; she had good schools, good laws, a glorious history, and the go-ahead spirit; she had also abundant water-power, the enterprise to use it, and for a time the national policy has favored her. She has built up manufactures, and on that basis stands the admirable example of a State that she now presents; and finally she has erected this great network of railways extending in all directions, and bearing from every quarter a willing tribute of prosperity and the means of greatness still more complete and enduring.

"The foreign traffic brought into the State by these channels is by no means the chief benefit they confer on the people. No commonwealth in the world, except it be England, is so covered with lines of railroad, and in none are they so universally and constantly used by all classes. There is not a town in the State with as many as five thousand inhabitants which has not railroad communication with the metropolis; of those with from 2,000 to 5,000 inhabitants there are scarce half a dozen which are not upon, or in the near vicinity of, some railroad; indeed, it is only necessary to take up a recent map of the State and observe how complete is the net-work, to perceive that there is hardly a neighborhood in its territory which does not hear the shrill whistle of the locomotive, nor a farmer so secluded as not to have the advantage of being able to travel to the metropolis at the rate of twenty or thirty miles an hour. Over every line there are at least two daily trains to and from Boston, except on Sunday, when, with the exception of perhaps an early morning train, all business is stopped; even steam is made to respect the time-honored habit of the pilgrims.

"Such is the system of public works whose completion—almost entirely through private enterprise and capital, and without governmental aid—has occasioned this jubilee, and whose operation will aggrandize the Bay State, and not fail to benefit her neighbors and fellow in the Republic. No community of ancient or modern times has ever erected for itself a monument of greater utility, or exhibiting more magnificently the power of human genius and industry."

**HON. JEFFERSON DAVIS.**—This gallant son of the sunny South has become a candidate for the office of Governor of Mississippi, in the place of General Quitman, who has declined.

**SENATOR DOUGLAS.**—The address of this eminent citizen and statesman, before the Agricultural society of the State of New York, on Friday last, is reported at length in the New York Herald of Saturday, and occupies more than four closely printed columns. The practical information it embodies, high as has been our estimate of the general information of the speaker, has truly astonished us, and the sound practical views he expresses on many important subjects are such as to win the admiration of every reader. The peroration was in the following eloquent language:

"Mr. President and Gentlemen: In bringing this discourse to a conclusion, I am not insensible to the magnitude and importance of my theme. I have approached it with diffidence, before an auditory critically observant of its great practical and philosophical truths, and have obeyed your flattering request with a consciousness that the noblest pursuit of man demands a broader and higher reach of thought than I have found time and opportunity to bring to its elucidation. I have sought at least to show not only the dignity and value of your calling, in its influence over the destiny and elevation of our country, but to enforce the great truth, that a common interest links together, throughout all the diversities of soil, climate, and of production, the noble fabric of American industry.

"In taking leave of such a theme, let me say that you may well rejoice in your pursuits. You may well rejoice in its triumphs—the peaceful triumphs of labor, of art, and of science. You may recall with pride that illustrious race of cultivators, who, from Cincinnati to Washington, graced and ennobled agriculture, and which in turn graced and ennobled them. You may congratulate yourselves upon the condition and attitude of your society. If, in the rank of American States, New York holds a lofty position, the labors of its State society will be the more widely productive of benign results, not only in promoting and advancing its own husbandry, but its bright example will be felt in all quarters of the Republic. Let me, then, urge you to renewed and unmitigated effort; to continued zeal and emulation in the discharge of duties to your State and country, which bring with them the blessing of God and the gratitude of men. As the dew from heaven refresh and fertilize the earth, and gladden the heart of the husbandman, so will your labors, steadily pursued, wisely directed, and liberally disseminating the seeds of intelligent observation and experience, bring forth a rich and abundant harvest."

**EXECUTION.**—On Friday last Aaron Stookey was hung at New York for the murder of a colored man named Zeddy Moore. He died very penitent and very grateful to all who had shown him compassion, including the sheriff and officers. The Rev. Mr. Camp prayed most eloquently with him. His brief farewell speech, in the honest hour of death, was as follows:

"My dear fellow-creatures, I am here before you to die, and hope to go before my God in a few moments. I am sorry to have to tell you to beware of rum—beware of it—beware of it—rum—never touch nor handle it, nor let it near you. I am sorry to say I am under the gallows, and I hope God will have mercy on my soul—that I all the hope I have got in this world, and I pray God will look down on me and receive my soul."

**MASONIC FUNERAL.**—The remains of Mr. Henry Morgan, a member of St. John's Lodge, were yesterday afternoon borne to the grave by the Freemasons of this city. The band of the Washington Light Infantry was employed for the occasion.

**ROCHESTER, SEPT. 20.**—Hon. Fred. Whittelsey died here yesterday.

**THE HUNGARIAN EMIGRANTS.**—We see it stated that the amount very generously given by Mr. Corcoran, of this city, for the purpose of paying the passage of certain Hungarian emigrants to Iowa, (as was first announced through this paper some days ago), has been declined by the steamboat and railroad companies on the route, which have offered to convey these emigrants free. The money will therefore be appropriated, according to Mr. Corcoran's desire, to the purchase of agricultural tools and provisions for the journey.

[Communicated.]

**MESSES. EDITORS:** I have on several occasions attended the concerts of the Carncross family, and always found the house crowded. Miss Rosamond's most admired piece is the celebrated "Echo Song." Miss Augusta sings exceeding well, "Why don't the men propose?" "New England," and "Johnny Sands" are the favorite pieces of Miss Adelia. Miss Adelia and Miss Augusta are very amusing in the duets of "Johnny's Courtship," and "Man and Wife." The quartette, "Old King Cole," was much admired. They also dance very gracefully, and a difficult waltz with Mr. Nichols was well performed. The "Yankee Courtship," a beautiful burlesque, and best piece, was well performed. They show fine taste in their performances, and every one should take advantage of the present opportunity to attend their pleasant entertainments.

**MARRIED.**

On the 21st instant, by the Rev. T. MYERS, Mr. EDWARD EVANS, Jr., to Miss RACHEL A. KEEBLE, all of this city. (N. York and Frederick papers please copy.)

**SEVENTH WANTED.**—A first-rate COOK for a Refectory, and an OYSTER-OPENER, will find a permanent situation and good wages by applying immediately at

Empire Restaurant, late King's Hotel, Pa. avenue, near 4½ street.

**ATTENTION, CONTINENTAL GUARDS!**

A meeting of the Continental Guards will be held in the third story of Putnam Hall, Dr. Clarke's (building), corner of 11th street and Maryland avenue, (between) on Tuesday evening, the 23d instant, at 8 o'clock, where the members of the Company, and all others who may wish to join, are requested to attend.

**PETER BABB, OF BALTIMORE.**

HAS OPENED IN THIS CITY a branch from his Baltimore establishment, and is prepared to supply the Hotels, &c., with his superior Ambrosia Mineral Waters, Porter, Ale, and Carbonated Cider.

Office at the Empire Hotel.

**NOTICE TO MY CUSTOMERS.**

THE UNDERSIGNED, having found that his business as a Barber has suffered much from the negligence of those heretofore employed by him, desires to inform the public that he will now give his entire personal attention to his business. He fully believes his past course in this respect has been entirely correct, and he trusts that he may still be continued. By a strict adherence to business, he expects to please the public.

EDWARD L. DAWSON, 7th street, corner door from E.

**FOR RENT.**

THE STORE-HOUSE recently occupied by Messrs. Briggs & Clarke, situated on 9th street, opposite the Centre Market. For particulars inquire of John H. MURRAY & SONS.

sep 12—6mo

**LOST.**

A LARGE MOROCCO POCKET-BOOK, very much worn, and wrapped in a piece of brown paper. It contained a pocket for each month in the year, and had in it a large amount of notes of hand, several deeds of real estate, and some other papers. Some of the notes are endorsed and some not. Those not endorsed are nearly all made payable to me. As I usually carried this book in my pocket, I am confident that it has been lost. I have been looking for it on the seat of the Omnibus in which I went home on Saturday evening. Any person returning it safely to me will be liberally rewarded.

EDWARD L. DAWSON, 7th street, below D.

sep 22—6mo

**LOST.**—On Saturday afternoon, on Pennsylvania avenue, between 9th and 10th streets, a LADY'S FINE GOLD GUARD-CHAIN. Any one who finds the same may have the reward of \$5.00 by returning it to the jewelry store of Messrs. GALT & BRO.

sep 22—3d

**CITY ORDINANCES.**

AN ACT to provide for grading K street north, between 12th and 14th streets west.

It is enacted by the Board of Aldermen and Board of Common Council of the city of Washington, That the Mayor be and he is hereby authorized and required to cause K street north, between 12th and 14th streets west, to be graded in accordance with the following provisions, to wit:

The points at the southeast corner of the intersection of K and 14th streets, and at the southeast corner of the intersection of K and 12th streets, to remain as now fixed, and the intersection of K and 13th streets on the south side to be at such elevation as to give not more than five feet fall in every hundred feet from that point to the southwest corner of the intersection of K and 12th streets; the north side of K street to be so graded as not to be more than two feet higher at any point than the south side; the grade of 12th street shall be made to conform to the points thus ascertained, and the whole to be gravelled. The work to be done under the direction of the Commissioners of the Public Works, and the Mayor and to enable the Mayor to carry out the provisions of this act, the sum of five hundred dollars, or so much thereof as may be necessary, be and the same is hereby appropriated out of the funds of the Second Ward.

SILAS H. HILL, President of the Board of Common Council.

B. B. FRENCH, President of the Board of Aldermen.

Approved, September 12, 1851.

WALTER LENOX, Mayor.

AN ACT to provide for grading and graveling K street north, in the First Ward.

It is enacted, &c., That the sum of five hundred dollars, or so much thereof as may be necessary, be and the same is hereby appropriated, out of any money to the credit of the First Ward, for the purpose of completing the grading of K street north, between 12th and 14th streets west, and for grading and graveling the same street west of 21st street to its intersection with Pennsylvania avenue; the work to be done under the direction of the Mayor, and to enable the Mayor to carry out the provisions of this act, the sum of five hundred dollars, or so much thereof as may be necessary, be and the same is hereby appropriated out of the funds of the First and Second Wards and two Assistant Commissioners to be appointed by the Mayor.

Approved, September 12, 1851.

AN ACT making an appropriation for completing the grading of Vermont avenue and I street, north.

It is enacted, &c., That the sum of five hundred dollars, or so much thereof as may be necessary, be and the same is hereby appropriated, out of the funds of the Second Ward, for the purpose of completing the grading of Vermont avenue and I street, north, in said Ward, as heretofore ordered.

Approved, September 12, 1851.

AN ACT for grading and graveling upper Water street, between Twenty-fifth and Twenty-sixth streets west.

It is enacted, &c., That the sum of three hundred dollars, or so much thereof as may be necessary, be and the same is hereby appropriated, out of the funds of the Second Ward, for the purpose of completing the grading of upper Water street, from the east side of Twenty-fifth to the west side of Twenty-sixth street; the work to be done under the direction of the Commissioner of the First and Second Wards and two Assistant Commissioners to be appointed by the Mayor.

Approved, September 12, 1851.

AN ACT for continuing the grading of Third street west.

It is enacted, &c., That the sum of five hundred dollars, or so much thereof as may be necessary, be and the same is hereby appropriated, out of the funds of the Second Ward, for the purpose of continuing the grading of Third street west, from Virginia avenue to B street south.

Approved, September 12, 1851.

AN ACT making an appropriation for laying flag footways in the Seventh Ward.

It is enacted, &c., That the sum of one hundred and fifty dollars, or so much thereof as may be necessary, be and the same is hereby appropriated, out of the funds of the Seventh Ward, for the purpose of making flag footways and laying gutters on the south side of B street south, over Eighth, Ninth, and Tenth streets west.

Approved, September 12, 1851.

AN ACT for supplying a deficiency in the appropriation for the improvement of 11th street west, in the Seventh Ward.

It is enacted, &c., That the sum of one thousand dollars, or so much thereof as may be necessary, be and the same is hereby appropriated, out of any money to the credit of the Seventh Ward, for the purpose of continuing the grading and graveling of 11th street west, in the 7th Ward.

Approved, September 12, 1851.

AN ACT for laying a flag footway across Pennsylvania avenue.

It is enacted, &c., That the Mayor be and he is hereby authorized to cause a flag footway to be laid across Pennsylvania avenue, on the east side of 4½ street, and defray the cost thereof out of the funds of the Fourth Ward.

Approved, September 12, 1851.

**Mr. E. W. CARL**, newspaper agent, is the only authorized agent for this paper in Philadelphia, and is duly empowered to take advertisements and subscriptions at the rates required by us. His receipts will be regarded as payments. Office at the northwest corner of Third and Walnut streets.

The privileges of yearly advertisers will be conferred regularly to their regular business, and all other advertisements, not pertaining to their regular business as agreed for, to be paid extra.

Every notice designed to call attention to private enterprises calculated or intended to promote individual interest, can only be inserted with the understanding that the same is to be paid for.

**Washington and Alexandria Ferry-boat Company.**—An adjourned meeting of the Stockholders of this Company will be held at the office of George Page, Esq., at the foot of 7th street west, on Thursday afternoon, 23d instant, at 4 o'clock. A full attendance is requested, as business of importance will be laid before the meeting. By order of the Chairman.

**THE SUBSCRIBER** has just opened a Class in which children of youth are instructed in Music and Singing. Particular pains will be taken that those attending shall be well grounded in the elementary principles of the science. He will be happy to see any parent who may think it prudent to send their children. The class will meet in Temperance Hall, E. street, between 9th and 10th, every Monday and Thursday afternoon, at 4½ o'clock. Terms, one dollar per quarter, payable in advance.

JOHN EDGAR, Professor of Music.

**DOUBLE-BARREL GUNS, &c.**

WE HAVE JUST RECEIVED A LOT OF DOUBLE-BARREL GUNS, AND GUN FURNITURE, which we offer at very low prices.

Also, SINGLE-BARREL. CAMPBELL & COYLE, Sign of the Anvil, opp. Brown's Hotel.

sep 20—1m

**CHANCE FOR A BARGAIN!**

THE STOCK AND FIXTURES OF A GROCERY STORE will be sold at a bargain, if early application is made. Also, FURNITURE, Bedding, with stable attached. Apply on the premises.

Corner Mass. av. and 4th street.

sep 20—3d

**NEW GOODS NOW OPENING.**

THE SUBSCRIBER has the pleasure of informing his friends and customers that he has just returned from the northern States, where he has been some time past selecting his stock of FALL AND WINTER GOODS. He is now prepared to show a stock of Cloths, Cassimeres, Vestings, &c., and is prepared to receive orders for the same. He has also a large stock of Hosiery, Gloves, and other articles, which, together with the comparatively low prices, will enable him to offer unusual inducements to those in want of any article of Clothing in our line, of a quality and style that may be relied on.

P. J. STEER, Merchant Tailor, 819 st. 3d door from Penna. av.

sep 20—4t

**FOR PROMOTING THE GROWTH AND BEAUTIFYING THE HUMAN HAIR.**

STEVENS (at the Athenaeum) has just received a fresh supply of the following standard articles for toilet use, viz: Phalco's Chemical Hair Invigorator, Barry's Tricopherous, Jayne's Hair Tonic, Guerlain's Hair Dressing, Rowland's Macassar Oil, Ox-Marrow, &c. Also, a full supply of Lubin's Extracts, Soap, Cologne, &c., all of which will be sold at moderate prices.

AT THE ATHENAEUM, opp. Adelphi Theatre.

**LAMARTINE'S History of the Restoration of Monarchy in France.**

The Sea and the Soldier, Notes on France and Italy, and other Literary Remains of the Rev. Walter Colclough, 1 vol., with portrait.

Life in the Sandwich Islands; or, The Heart of the Pacific, by Rev. H. S. Cleveland. 1 vol.

Drayton; a Story of American Life. 1 vol.

London Labor and the London Poor; part 12. This day received for sale by

TAYLOR & MAURY, Booksellers, Pa. av. near 9th st.

sep 19—

**NEW FANCY STORE, SIXTH STREET.**

**FINE JEWELRY.**—Just opened on 6th Street, near of the National and Brown's Hotels. Ladies' fine solid Gold and new and beautiful styles of Jewellery, and Cluster Earrings, Ear-drops, Chains, and Sealed Finger Rings.

Gold and imitation Cut Pins, Gold Snaps, Coral Sets, Necklaces and Armlets. For sale at

At Mrs. COLLINGS' Millinery & Fancy Store, 6th st., near corner Louisiana av., near National Hotel.

GENTLEMEN'S White Silk, Merino, and Scarlet-lined Gowns; Hosiery, and Toilet articles. [sep 19—]

**REMOVAL.**

JOHN D. CLARK has removed his MAGISTRATE'S, Notary Public, and CLERK'S AGENT OFFICE to Twelfth street, third door south of Pennsylvania avenue. Soldiers' Claims for Land, Back Pay, Extra Pay, Pensions, Claims before Congress, and the Department, usually attended to at moderate charges. Persons at a distance may explain their claims, (post paid), and suitable forms will be sent back with instructions.

sep 19—6m

**TEMPERANCE MEN, HO!**—American Temperance Spelling Book, for the use of common and Sabbath schools; by Rev. T. Sovereign. Also, Temperance Tracts, for sale by

AT THE ATHENAEUM, opp. Adelphi Theatre.

**FURNISHED ROOMS TO LET.**—I have TWENTY ROOMS to let, for single gentlemen, by the month or year, on Pennsylvania avenue, near 4½ street. Also, a small room, with bath, for a single person. Terms moderate. Apply to J. A. DONOHOO.

sep 19—3m

**TO HOUSEKEEPERS.**

WE have in store now a large and general assortment of Housekeeping Goods, as follows: 10 pieces superior Linen Sheetings, 12 Damask Table Cloths, all sizes, 10